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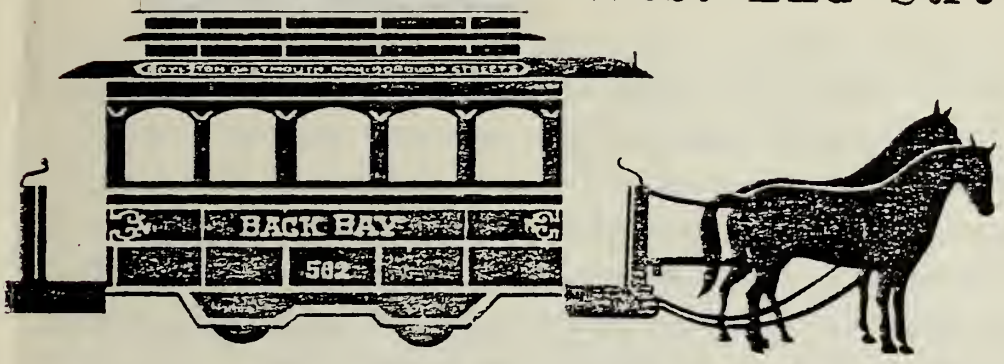
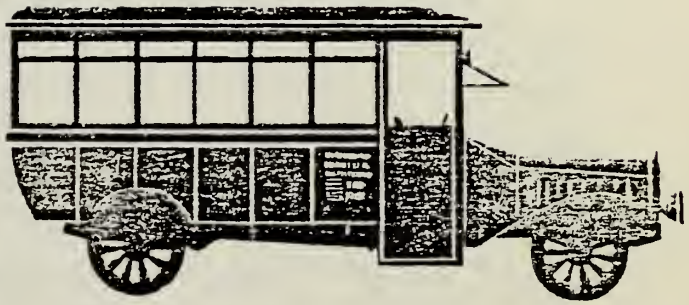
West End Street Railway Co.



BOSTON ELEVATED RAILWAY



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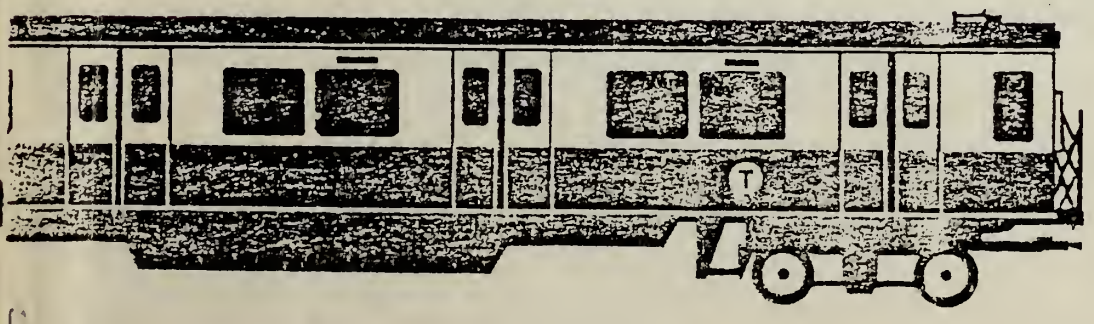
METROPOLITAN TRANSIT AUTHORITY

A CHRONICLE OF THE BOSTON TRANSIT SYSTEM



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CHRONICLE OF THE BOSTON TRANSIT SYSTEM

Many people study and cherish Boston's rich and colorful history, with its noble ideas of liberty, freedom, and democratic concepts. Few, however, are aware of Boston's historic lifeline: regional mass transportation. While Boston is the birthplace of American liberty, it is also the birthplace of American mass transportation. Beginning with a family-operated ferry service, Boston has nurtured many forms of mass transportation, right up to today's most sophisticated light rail vehicles. The Hub's transit system -- the oldest and fifth largest in the nation -- has a history longer than that of American independence.

Mass transportation first emerged in the city in 1631, when Boston was a peninsula, connected to the mainland by a narrow strip of land in what is now the South End. With no bridges and only limited access to the mainland, transporting freight by oxcart from Winnisimet (Chelsea) to Boston was a two-day journey through Malden, Cambridge, Brighton, and Roxbury. People traveled within the city on foot, and rarely went beyond its borders, for most could not afford horses and wagons.

In 1630, the Massachusetts Court of Assistants, the Colony's Legislature, sought to improve access to the mainland by offering a charter to anyone who would run a ferry between Boston and Charlestown. A year later, Thomas Williams began what was probably the first chartered transportation service on the continent: a ferry from Chelsea to Charlestown and on to Boston. For almost two hundred years, sail and row boats carried freight and passengers on the three-mile run across Boston Harbor, from the foot of Hanover Street to Winnisimet Street in Chelsea. Except when economic depression demanded government subsidy, and for brief periods when Boston-appointed trustees stepped in to supervise, the ferry service was family owned and operated.

The establishment of independent colonies after the Revolution, though, saw increases in population and expansion of the city. People were no longer able to traverse the city by foot. While the old ferry service continued, new bridges connected Boston to communities across the harbor and the Charles River. But these were not sufficient. People needed land transportation to get to Roxbury, East Cambridge, Brighton, and nearby communities.

Consequently, horse-drawn vehicles were selected as the means for mass transit over land. Beginning in 1793, stagecoaches ran between Boston and Cambridge via the West Boston Bridge, and for the next 50 years carried passengers from Boston directly to several other New England cities. By the 1820s, the omnibus, similar to but longer than the conventional stagecoach, emerged as a popular means of mass transit. With seats running along both of its sides, and a door in each end, the omnibus was ideal for local service, which required stops along an assigned route. The stagecoach was retained for direct, express service between cities and towns.

By the 1850s, though, the horsecar had replaced the omnibus. Drawn over two parallel rails laid in the street, the horsecar allowed horses to pull heavier loads more smoothly and quickly. On March 26, 1856, the first horsecar began running from Central Square, Cambridge, over the West Boston Bridge to Boston's Bowdoin Square. Rails were laid quickly in neighborhood streets as the horsecar's popularity grew. Horsecar transportation became an attractive profit-making venture, reaching its peak when twenty different companies simultaneously offered service to Boston and surrounding communities. Competition for passengers was fierce. It eventually led to the absorption and leasing of weak lines; several companies folded or merged with others until in 1865 there were only four street railway companies operating in Boston. In 1887, the Massachusetts General Court consolidated all of these lines under one management and named the system the West End Street Railway.

Meanwhile, other urban transportation systems were experimenting with alternatives to horse-drawn transportation. The West End Street Railway joined the search for more efficient transportation. They first examined the cablecars used in Washington, D.C., New York, San Francisco, and Chicago, but chose instead the new electric streetcars used in Richmond, Virginia. The West End officials, impressed with the potential of electric streetcars, authorized electrification of their horsecar routes.

The Hub's first electric streetcar began operation on January 1, 1889. It ran from the Allston railroad depot up Harvard Avenue, turned left at Coolidge Corner in Brookline, and ran up Beacon Street to Park Square. At the same time the streetcar's popularity was growing, a demand for housing in Boston's undeveloped suburbs arose. Bankers and speculators extended streetcar lines into underdeveloped areas, where suburban housing, featuring convenient transportation to the central

city was soon built. At one time, in fact, Massachusetts had more street railway trackage per capita than any other state in the Union. To the north and south of the city, various horse and streetcar lines merged into one huge system stretching from Nashua, New Hampshire, to Boston and then on to Newport, Rhode Island.

The growth of the transit network was matched by more urban expansion, as the city's population, industry, and education centers developed. The downtown business district, especially near Tremont Street, became so congested that some claimed a passenger could reach his destination more quickly by walking over the roofs of stalled trolley cars. In July of 1891, public dissatisfaction with the transit system forced the Legislature to appoint a special commission to re-evaluate Boston's transportation needs.

Faced with the job of finding an answer to Boston's demand for more public transportation, the commission concentrated its study on the ten mile radius of the State House, an area with 27 cities and towns and a total population of 850,000. While some proposed ambitious plans for elevated railways to cover the downtown district, others advocated a subway under Tremont Street and other sections of the downtown area. The commission used elements of both plans, and in their first published report of April, 1892, they recommended construction of four railway lines and a streetcar tunnel down Tremont Street under the Public Garden and the Common. In 1894, the Legislature authorized the incorporation of the Boston Elevated Railway (BERY) and the creation of the Boston Transit Commission (BTC), and directed them to carry out the Commission's plans.

The BERY was to be a privately-owned company responsible for constructing the Tremont Street subway. Later on, the Transit Commission was to construct subway extensions. After initial financial difficulties, the BERY leased the entire West End Street Railway and under the supervision of the Transit Commission in 1897, integrated all of Boston's subway and elevated rapid transit lines with surface routes under one management. Boston, in 1897, then became the first American city to have a subway.

During the next four decades, Boston's mass transportation system expanded tremendously. New rapid transit tunnels were constructed, elevated railway lines were extended into outlying communities, and new surface routes were established. The BERY built new carhouses and terminals, and developed new streetcars. The nation's first underwater mass transit tunnel, the East Boston tunnel under Boston Harbor, was opened in December of 1904.

Later in 1922, Boston's first motor bus route was established, and in 1936, Boston opened its first trackless trolley line. For a brief time, Boston was the third largest operator of trackless trolleys in the country.

The BERY's ambitious expansion did not save it from serious financial problems, however. The development of the automobile and the building of better roads combined to rob the BERY of ridership. Inflated labor and materials costs increased its overhead, while its legislatively mandated five-cent fare held revenues constant. So in 1918, the General Court passed the Public Control Act, which provided for public operation of mass transportation at fares sufficient to cover the cost of service. Under its provisions, the Governor was to appoint five public trustees to assume control of the railway. The Act would also protect BERY stockholders from financial loss and guarantee the public their transportation.

The BERY continued to provide service under the Public Control Act of 1947. Then, the Legislature purchased all of the BERY's outstanding stock and created a new transit agency, the Metropolitan Transit Authority (MTA), which was authorized to serve 14 cities and towns with a population of 1.5 million -- Arlington, Belmont, Boston, Brookline, Cambridge, Chelsea, Everett, Malden, Medford, Milton, Newton, Revere, Somerville, and Watertown. The MTA was to be run by three trustees -- appointed by the Governor for 2, 4, and 6-year terms -- and supervised by an Advisory Board of officials from the 14 cities and towns.

Under the MTA, the Boston transit network continued to expand. In 1957, the Legislature approved the Authority's plans for construction of a rapid transit line over the Newton Highlands Branch of the Boston and Albany Railroad. The Boston and Albany had abandoned operations on this line in May, 1958, and the MTA acquired its title a month later. Service on the Highland Branch began July 1, 1959, and is still in operation today, successfully carrying thousands of suburban residents to and from the core city each day.

Providing service over 112 square miles, with rapid transit lines, PCCs (Presidential Conference Committee cars), trackless trolleys, and buses, and with a total investment in transit facilities of $183 million, the MTA was the nation's fifth largest mass transit system. The Authority's 5,500 employees provided service on 1,464 vehicles, including 344 streetcars, 60 trackless trolleys, 780 buses, and 280 rapid transit cars.

By August 1964, the transit system included 78 cities and towns, and was renamed the Massachusetts Bay Transportation Authority (MBTA). The new Authority took over all of the employees, plant, and equipment of the old MTA. In January 1967, the Town of Maynard became the MBTA's 79th member in accordance with 1966 legislation allowing any community adjoining the MBTA district to vote to become a member.

The 1970s saw renewed interest in the MBTA. Fuel shortages, rising energy costs, urban congestion, and concern over air pollution were all responsible for dramatic ridership increases. The MBTA during the preceding two decades, was more of a supplementary or alternative form of transportation for commuters. Suddenly, it became a lifeline for the city, transporting nearly 300,000 passengers daily by the end of the '70s. These new demands, coupled with rising fuel, labor, materials costs, and inflation, were a true test for the MBTA. Changes had to be made. The system had to be strengthened to survive in its new role as a lifeline for the Boston area.

In December 1980, following a one-day shutdown due to lack of funds, the Legislature approved plans to change the governing structure of the MBTA. Under these plans, the Board of Directors, formerly five members appointed by the Governor to serve co-terminus with him, was expanded to seven members, still appointed by the Governor and serving co-terminus with him. The seventh member is also the Secretary of Transportation, who serves as Chairman of the Board. The two additional members are from outside the MBTA district.

An Advisory Board, consisting of one official or his designee from each of the communities in the MBTA district, must approve the appointment of a General Manager, a program for mass transportation, changes in existing facilities and fares, and the Authority's annual budget.

The cities and towns pay proportionate shares of the MBTA's net deficit. The state and federal governments also pay shares of the deficit. Farebox revenues cover about 22% of the Authority's total expenses.

The MBTA serves 168 million passengers yearly, providing rapid transit service to and from Boston on its Blue, Red and Orange Lines, and rapid transit/streetcar service on the four Green Line branches. In addition, the MBTA operates 170 local bus and express bus routes, four trackless trolley routes, and contracts with the Boston & Maine Railroad to provide commuter rail service to outlying communities.

Several improvements on all MBTA rapid transit lines, representing millions of dollars in federal, state and local funds, are now underway. The $783 million Southwest Corridor project will relocate the Orange Line from downtown Boston to Forest Hills. Now under construction, the project includes removal of the old elevated track, and the building of nine new stations.

On the Red Line, $620 million will be invested in the construction of 3.2-mile subway extension from Harvard Square to Alewife Brook Parkway. The extension is under construction, and should be open in 1983.

On the south end of the Red Line, a new Braintree Station, in South Braintree, opened in March 1980. The new Quincy-Adams Station, in South Quincy, is scheduled for opening in mid-1982.

The MBTA is continuing its study of the proposed Blue Line extension to Lynn, and accompanying commuter rail improvements. And on the Green Line, track rehabilitation was recently completed on the Commonwealth Avenue and Arborway Lines.

The MBTA is also cooperating with several other agencies in developing a $100 million multi-modal transportation facility in Boston's historic South Station.

The MBTA's 6,700 employees provide service on almost 2,000 vehicles -- 291 streetcars, 50 trackless trolleys, 1081 buses, and 380 rapid transit cars.

Boston and the other 78 communities in the MBTA district, which has a total population of 2,608,638, continue to rely increasingly on mass transportation. The economic and strategic issues which have been a part of transit services in the Boston area since 1631, when that first ferry service was initiated, remain today. With a history longer than that of American independence, regional mass transportation, now in the form of the Massachusetts Bay Transportation Authority, will continue to serve as the lifeline of the Boston region.

April 1981

LOG OF IMPORTANT INCIDENTS AFFECTING THE M.B.T.A.

Date	Item
March 26, 1856	First Horse Line in this region operated by Cambridge Railroad from Harvard Square, Cambridge, to Cambridge and North Grove Streets, Boston.
November 12, 1887	West End Street Railway absorbed Metropolitan Railroad, South Boston Railroad, and Boston Consolidated Street Railway.
November 19, 1887	West End absorbed Cambridge Railroad.
April 2, 1888	Electric power used successfully on Lynn & Boston Street Railway.
January 1, 1889	First electric cars operated from Allston to Park Square, Boston via Coolidge Corner, Beacon Street, Mass. Ave., and Boylston Street. First Carhouse for electric cars and first power station on Braintree Street, Allston.
July 2, 1894	Boston Elevated Railway Company organized.
September 1, 1897	Tremont Street Subway--Public Garden to Park Street--opened.
October 1, 1897	Tremont Street Subway--Pleasant Street to Park Street--opened.
December 30, 1897	Boston Elevated Railway took possession of West End Street Railway having leased it since October 1, 1897.
September 3, 1898	Tremont Street Subway--Park Street to North Station --opened.
December 24, 1900	Last horsecar line operated by "El" on Marlboro Street was terminated.
June 10, 1901	Elevated Line--Sullivan Square to Dudley Street via Tremont Street Subway--opened.
August 22, 1901	Elevated Line--Atlantic Avenue Loop--opened.
May 22, 1902	Elevated Line--Thompson Square Station--opened.
July 1, 1903	BERY started operating Old Colony Street Railway Lines in the West Roxbury District.

Date	Item
December 30, 1904	East Boston Tunnel--Court Street to Maverick Square--opened (for streetcars)
April 5, 1906	Opened Atlantic Avenue Station--E.B. Tunnel
February 12, 1907	Steel cars introduced on Elevated Line
November 30, 1908	Washington Street Tunnel opened for use by elevated trains which had been using the Tremont Street Subway.
August 12, 1909	Started construction of Cambridge Subway.
November 22, 1909	Elevated Line--Forest Hills Extension--opened.
July 1, 1911	Prepayment type of streetcar first used locally--Mattapan to Dudley Street via Blue Hill Avenue and Warren Street.
November 14, 1911	South Boston power plant started AC power distribution to various sub-stations.
March 23, 1912	Beacon Hill Tunnel and Cambridge Subway opened: Park Street to Harvard Square.
July 1, 1912	East Cambridge Viaduct opened.
September 11, 1912	Green Street Station opened (elevated).
October 3, 1914	Boylston Street Subway opened. (Public Garden to Kenmore Street)
April 4, 1915	Dorchester Tunnel--Park Street to Washington Street--opened.
March 18, 1916	East Boston Tunnel extended to Cambridge Street Incline with new stations--Scollay Under and Bowdoin.
December 3, 1916	Dorchester Tunnel--Washington Street to South Station--opened.
January 20, 1917	Elevated Line--Egleston Square Station Street Level--opened.
December 15, 1917	Dorchester Tunnel--South Station to Broadway--opened.
January 1, 1918	7¢ fare inaugurated.

Date	Item
June 29, 1918	Dorchester Tunnel--Broadway to Andrew--opened.
July 1, 1918	Public control of "El" began.
December 1, 1918	8¢ fare inaugurated.
January 11, 1919	One-man car operation began on Grove Street, West Roxbury.
March 15, 1919	Elevated Line--Sullivan Square to Everett--began operation.
May 31, 1919	Dorchester Tunnel--Broadway Surface Station--opened.
July 10, 1919	10¢ fare inaugurated.
August 23, 1919	First local 5¢ fare started. (North Station to Franklin Street.)
November 29, 1919	Boylston Street Subway--Massachusetts Station upper level--opened.
February 1, 1920	Pension plan put in operation.
May 1, 1920	Cambridge Subway sold to Commonwealth. (see 4/18/24 and 4/21/24)
November 13, 1921	Boylston Street Subway--Arlington Street Station --opened.
February 24, 1922	First bus route put in operation. (North Beacon Street, Brighton)
June 10, 1922	West End Street Railway consolidated with "El".
July 10, 1922	East Cambridge Viaduct--Lechmere Transfer Station --opened.
November 24, 1923	First Bus Garage opened on Braintree Street, Allston.
April 18, 1924	End of streetcar operation in East Boston Tunnel.
April 21, 1924	Rapid Transit trains started operation in East Boston Tunnel.

Date	Item
1923-1924 (December to May)	Personnel and equipment transferred from obsolete shops, Bartlett Street, Roxbury to Everett Shops.
November 5, 1927	Dorchester Rapid Transit Extension--Andrew Square to Fields Corner--opened.
September 1, 1928	Dorchester R.T. Extension--Fields Corner to Ashmont--opened.
August 26, 1929	High Speed Trolley Line Ashmont to Milton--started operation.
December 21, 1929	High Speed Trolley Line--Milton to Mattapan--started operation.
October 6, 1930) October 7, 1930)	Railway carried 2,765,727 revenue passengers in two days during American Legion Convention.
October 7, 1931	Opened Butler Street Station on High Speed Line.
February 27, 1932	Cambridge Subway--Charles Street Station--opened.
October 23, 1932	Boylston Street Subway--Kenmore Extension--opened.
January 10, 1936	Boston Elevated Employees' Credit Union formed. Chartered January 24, 1936.
April 11, 1936	First trackless trolley service inaugurated. Harvard Square to Lechmere via Cambridge Street.
June 9, 1936	Chelsea Division of Eastern Massachusetts Street Railway purchased. Operation started June 10.
December 5, 1936	Tremont Street Subway--Park Street Station Upper Level--enlargement. (New Northbound Platform in service.)
May 27, 1937	First trial passenger service with experimental "PCC" (President's Conference Committee) Car on the Charles River Line.
October 1, 1938	Discontinued all Atlantic Avenue Elevated service.
January 27, 1940	Service discontinued on the Boston, Revere Beach and Lynn R.R.

Date	Item
February 16, 1941	Huntington Avenue Subway opened with Mechanics (Prudential) and Symphony Station.
March 3, 1941	PCC cars in regular service on the Brighton-Newton-Watertown Line.
August 29, 1947	Boston Elevated became Metropolitan Transit Authority.
January 3, 1948	Contributory pension started by agreement with Carmen's Union #589.
August 6, 1949	5¢ - 10¢ - 15¢ - 20¢ fare.
January 28, 1950	15¢ fare with transfer privileges; 10¢ local fare.
November 10, 1951	15¢ token fare.
January 5, 1952	East Boston Extension--Airport, Wood Island Park and Orient Heights Station--opened.
April 21, 1952	East Boston Extension--Suffolk Downs Station--opened.
June 19, 1952	East Boston Extension--Beachmont, Revere and Wonderland Stations--opened.
April 12, 1954	20¢ (tokens).
August 20, 1955	Opened new Science Park Station on the East Cambridge Viaduct Line.
October 1, 1955	20¢ token with transfer privileges; 15¢ local fare.
July 4, 1959	Highland Branch opened.
January 21, 1963	Closed Mass. Station Upper Level permanently.
August 4, 1964	Metropolitan Transit Authority becomes the Massachusetts Bay Transportation Authority encompassing 78 communities instead of the original 14.
August 16, 1964	Tremont Street Subway, the first to be built in the nation, now designated as a National Historic Landmark.
August 27, 1964	First bond issue for the start of the new MBTA's system expansion.
November 16, 1964	New pedestrian underpass opened from a newly built shelter on the west side of Massachusetts Avenue to Massachusetts Station.

Date	Item
December 14, 1964	A contract, described as the first in the nation, for a subsidy agreement signed with the Boston and Maine Railroad thus preserving passenger service on that railroad's commuter lines.
December 23, 1964	Subsidy agreement signed with Middlesex and Boston Street Railway Company preserving passenger service on this bus company's routes serving 14 communities.
January 5, 1965	First diesel buses with catalytic mufflers used in Harvard Station trolley subway.
February 18, 1965	Massachusetts Station re-designated Auditorium Station in connection with the forthcoming dedication of the City of Boston Memorial Auditorium.
July 28, 1965	The MBTA signed a historic document legally reserving for its present and future needs the entire New Haven Railroad's network of commuter lines and rights of way within the Authority's 78 community district. This action as a result of the Authority's decision to extend a rapid transit extension to the South Shore via a rail system. This agreement also preserved passenger service on commuter lines to the south and west of Boston.
August 25, 1965	Adoption of the MBTA's new logo--the (T) -- and introduction of a new graphics and visual design program. This also included color coding of various rapid transit and surface lines for easy identification.
January 24, 1966	MBTA Police Department began operations.
August 18, 1966	Groundbreaking ceremony celebrating the start of construction of the rapid transit extension to the South Shore--Boston to Quincy (Boston side of the Neponset River-Anderson Bridge Site).
September 15, 1966	First Comprehensive Program for Mass Transportation unanimously approved by Advisory Board to the MBTA.
September 22, 1966	Groundbreaking Haymarket--North Rapid Transit Extension.
October 27, 1966	Arrival of 175 new air-conditioned buses.
December 9, 1966	Last gasoline engine buses operated. MBTA now operates buses 100% diesel fueled.

Date	Item
January 1, 1967	Town of Maynard joins MBTA district increasing the total to 79 communities.
March 1, 1967	First MBTA bonds issued in the amount of $110,000.00.
August 17, 1967	Arlington Street Station Modernization dedication. The pilot station on the Authority's ambitious station modernization project which will affect 40 stations in the first phase at a total cost of approximately 9 million dollars.
September 11, 1967	First express bus service via the Massachusetts Turnpike. Watertown to Chauncy Street.
September 27, 1967	MBTA announced the purchase of 76 new South Shore Rapid Transit cars from Pullman Standard for approximately $13 million.
November 15, 1967	Official opening day ceremonies celebrating the completion of the second (T) station to be modernized--Airport Station.
December 27, 1967	Approval of contract between the New Haven Railroad guaranteeing passenger service for an additional six months.
March 30, 1968	MBTA acquires Eastern Massachusetts Street Railway and started operations of these lines as its Suburban Division.
May 1, 1968	Subsidy agreement signed with Rapid Transit, Inc., preserving passenger service on this bus company routes serving Winthrop and Boston.
August 26, 1968	Aquarium Station Modernization dedication.
October 16, 1968	MBTA Police Department authorized. Previously had operated with personnel detailed from Boston Police Department.
November 25, 1968	Groundbreaking, Southwest Corridor Rapid Transit Extension (South Cove Tunnel)
December 1, 1968	25¢ Rapid Transit fare, 20c surface lines fare each vehicle.
January 13, 1969	Groundbreaking ceremony-Dewey Square Operations Center Building.
August 15, 1969	Reduced fares for persons 65 years of age or older who reside in the MBTA district--becomes law.
December 11, 1969	New air-conditioned rapid transit line cars first used on the Red Line--Harvard-Ashmont.
December 19, 1969	MBTA approves purchase of Penn Central Railroad--Dover Street Yards for development and construction of the Red Line rapid transit and bus maintenance facilities.

Date	Item
February 20, 1970	First segment of Kenmore Station Modernization opened--Passageway and stairs on the Commonwealth Avenue side.
February 20, 1970	Ceremony marks the opening of the new entrance-exit at Columbia Station--Red Line.
June 16, 1970	City of Peabody votes to discontinue local MBTA service in Peabody.
September 1, 1970	Second MBTA bonds issued in the amount of $66,865,000.
August 27, 1970	A tour and briefing for the news media of the Authority's new Dewey Square Control Center Building.
December 26, 1970	The MBTA announced that the new modernized Causeway Street NORTH STATION entrance will be opened providing access to both the Orange Line rapid transit and the Green Line. This entrance had been closed since October 1967 due to construction of the subway tunnel for the new Haymarket-North extension.
March 25, 1971	The MBTA and Penn Central Railroad jointly announced the establishment of a new commuter railroad stop in the Town of Norwood--Windsor Gardens.
April 21, 1971	The MBTA launched a program to completely refurbish its fleet of PCC streetcars serving the Green Line.
September 1, 1971	MBTA inaugurates service on its newest rapid transit extension. Boston to Quincy (Red Line) with stations at North Quincy, Wollaston, and Quincy Center.
October 11, 1971	Exact fare system on all MBTA buses, streetcars and trackless trolleys begin.
December 20, 1971	A new entrance to the Haymarket-Green Line Station opened in conjunction with a new parking garage and busway serving commuters from northern suburban areas.
January 8, 1972	(T) bus passengers are introduced to the yellow color scheme recently adopted for the bus fleet.
February 24, 1972	Fiftieth Anniversary observance of first bus service to be operated in Boston. North Beacon Street a mile and one-half route between Union Square, Allston and the North Beacon Street Bridge over the Charles River.
July 5, 1972	MBTA takes over operation of the former Middlesex and Boston Street Railway's bus operations to the north and west of Boston.
September 1, 1972	Boston celebrates the Diamond Jubilee of America's first subway. The Tremont Street Subway opened September 1, 1897.

Date	Item
September 16, 1972	Groundbreaking, South Bay Maintenance Center--Dorchester Avenue, South Boston--New Red Line rapid transit and bus maintenance center.
January 27, 1973	Purchase of 145 miles of Penn Central Railroad rights-of-way.
April 2, 1973	Dime-time introduced-Experimental reduced fare program for all persons entering rapid transit stations between 10 a.m. and 1 p.m., Monday through Friday.
June 15, 1973	The MBTA's Mystic River rapid transit and railroad bridge dedicated to Edward Dana of Boston, America's dean of mass transit. The four track, 11 span bridge linking Somerville and Medford on the Haymarket-North Extension is 965 feet long and 64 feet wide, with a 30 foot clearance.
December 5, 1973	Chapter 1140 of the Acts of 1973 for the first time permitted use of funds from the whole Commonwealth to pay a portion of the Authority's net cost of service.
February 22, 1974	Renovations and modernization start on the Watertown Carhouse as a trackless trolley maintenance and streetcar repair center. This is a result of the Bennett Street Cambridge facility being sold as part of the proposed Kennedy Library.
March 1, 1974	Pre-paid pass program inaugurated whereby passengers may buy a reduced rate pass with its cost paid through the payroll deduction method. John Hancock Mutual Life Insurance Company was the first participating employer.
June 24, 1974	Charles C. Cabot Transportation Center in South Boston dedicated.
July 3, 1974	MBTA announced establishment of its new Commuter Rail Directorate.
August 13, 1974	Chapter 825 of the Acts of 1974 for the second time provided Commonwealth funds on a state-wide basis to aid in reducing the net cost of service.
August 19, 1974	A special two-car train, representing the ultimate in rapid transit design and technology, the federally-funded State-of-the-Art car (SOAC) begins a month long demonstration on the Red Line.
September 13, 1974	MBTA introduces its new Braille Map thus assisting blind people traveling via subway,
October 8, 1974	MBTA adopts a deep purple as the official color scheme for its rail commuter vehicles.

Date	Item
December 28, 1974	Bartlett Street Garage (Roxbury) closed with its operations being transferred to the Charles C. Cabot Transportation Center.
February 11, 1975	The Board of Directors of the MBTA today adopted a Special Needs Transportation Policy for the Elderly and Handicapped.
April 4, 1975	Service ends on the old Charlestown elevated railway structure from Haymarket Station to Everett Station. On June 10, 1901 elevated railway service started from Dudley Street Station to Sullivan Square Terminal. On March 15, 1919 this service had been extended to Everett Station.
April 7, 1975	First leg of new transit service of the new Haymarket-North rapid transit extension from Haymarket Station to new Sullivan Square Station and Community College Station.
July 15, 1975	Wellington maintenance and repair shops (Orange Line) opened.
August 27, 1975	Plans unveiled to modernize four downtown Boston rapid transit stations. Washington Station on the Red Line, Park on the Red/Green Line, State on the Orange/Blue Lines and Haymarket on the Orange Line.
August 27, 1975	Six "El" stations to be reburbished on the Orange Line--Dover, Northampton, Dudley, Egleston, Green and Forest Hills.
September 1, 1975	MBTA's minimum surface fare raised from 20¢ to 25c.
September 6, 1975	Wellington Station (Orange Line) opens for service.
December 27, 1975	Malden Station (Orange Line) opens for service.
January 20, 1976	MBTA dedicated its brand new $10 million Light Rail Vehicle Maintenance Facility located at Riverside in Newton, the western terminus of the Green Line.
March 3, 1976	The first new trackless trolley in a fleet of 50 ordered by the MBTA was unveiled to the public.
March 26, 1976	A commuter rail car manufactured by Fiat will be introduced to the United States under the auspices of the MBTA for a year's lease on various commuter rail lines.
April 30, 1976	MBTA authorized the award of $1.3 million to improve 12 Riverside (Green Line) stations from Fenway Park, Boston to Woodland, Newton.
April 30, 1976	Under Phase II--Station Modernization Program, the MBTA announced the modernization of Auditorium Station (Green Line).

Date	Item
June 9, 1976	MBTA orders 190 rapid transit cars for the Orange and Blue Lines. A $90,396,115 contract awarded to Hawker-Siddeley of Canada.
September 27, 1976	Modernization of State Street Station on the Orange and Blue Lines to make it more compatible with one of the Commonwealth's most important historic landmarks, the Old State House, will begin.
December 1, 1976	$3,625,000 contract awarded for Modernization project at Park Street Station.
December 7, 1976	Modernized Ashmont Station (Red Line) dedicated.
December 27, 1976	Completion of the transfer of the Boston & Maine Corporation's commuter properties in Massachusetts to the MBTA. Deeds conveying approximately 270 miles of rail lines extending out as far as Fitchburg to the northwest and the Massachusetts-New Hampshire border to the northeast were recorded. A bill of sale transferring the railroad's fleet of 84 Budd cars was also delivered to the MBTA.
December 30, 1976	Light Rail Vehicles pressed into duty--Riverside Line--to combat winter storm.
January 5, 1977	Official inauguration of LRV service on the Green Line.
March 2, 1977	Boston commuter rail service, on the Old Penn Central lines south and west of Boston, should continue under a four-month transition agreement worked out by the MBTA, Conrail, and the Boston & Maine. Under the transition arrangement, the MBTA authorized the B&M to contract with Conrail for whatever service may be necessary to sustain existing commuter rail service.
March 19, 1977	Oak Grove (Orange Line) Station in service.
June 6-16, 1977	MBTA to hold lottery registration for jobs as bus operator, porter, collector.
July 1, 1977	MUSIC UNDER BOSTON, the first scheduled program of subway music in the United States, inaugurated.
July 13, 1977	Groundbreaking ceremony--Braintree Station (Red Line).
August 22, 1977	Groundbreaking ceremony at Norwood Central Railroad Station to launch the MBTA's $13.6 million federally-aided program to improve commuter rail service on the Franklin Branch.
August 28-31, 1977	National conference on Light Rail Transit held in Boston.

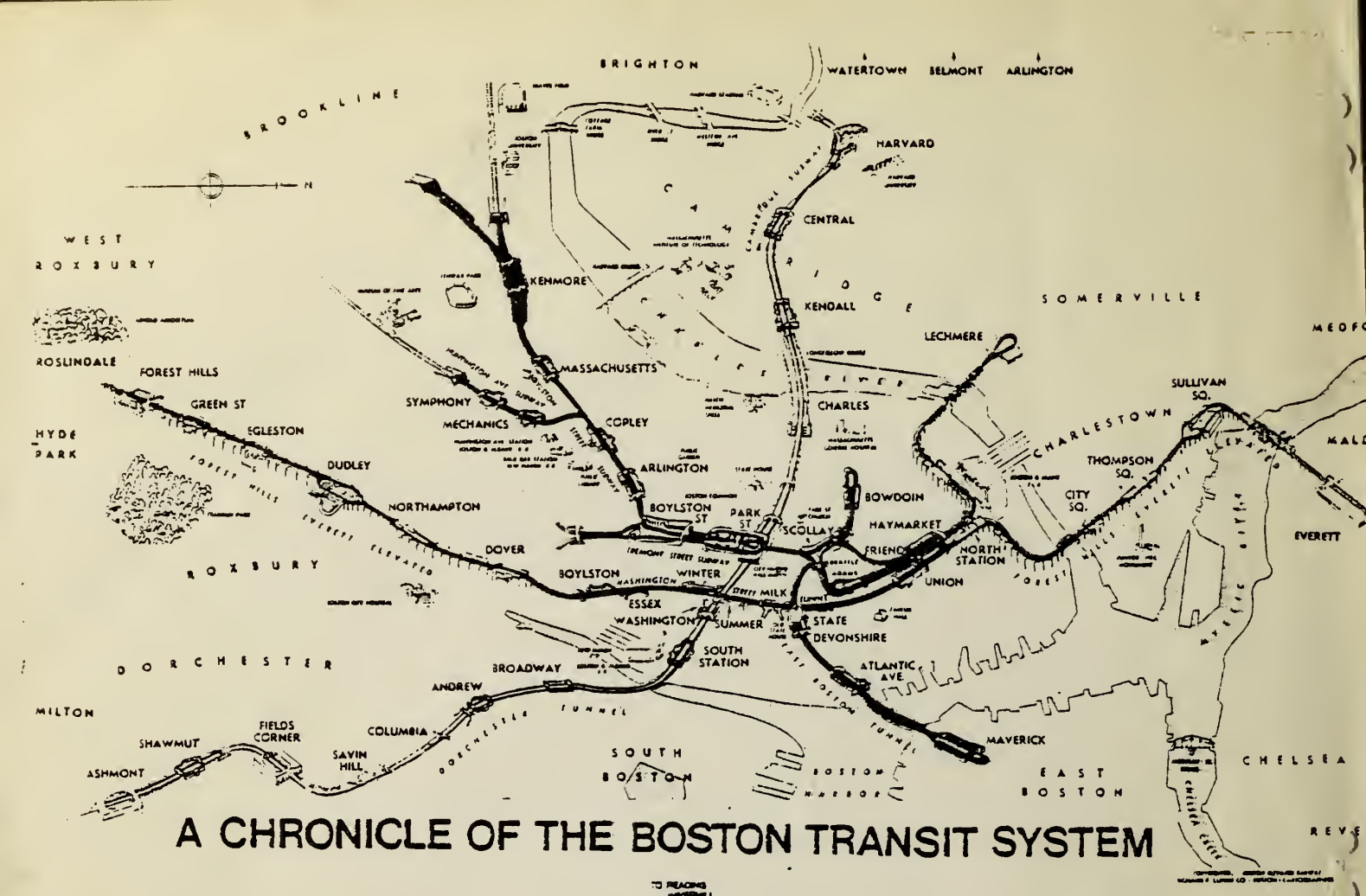
Date	Item
October 17, 1977	"Car-Free in Boston"--a transit user's guide published by the MBTA and the Association for Public Transportation introduced to the public. Boston being the first city in the United States to publish a transit user's guide.
October 26, 1977	MBTA Board of Directors authorized the purchase of 25 commuter rail coaches (Pullman-Standard) for use on the rail lines north and south of Boston.
August 21, 1977	After a lapse of 20 years, train service between North Station and Tufts University will resume.
December 7, 1977	First contract awarded for Red Line Extension beyond Harvard Square. The $1,425,115 contract was for the construction of Eliot Station, a temporary rapid transit station and trackless trolley and bus facility to permit service to continue in the Harvard Square area during construction of the new rapid transit line.
December 7, 1977	MBTA awards $3.7 million to upgrade Midland Route Rail Line with three stops at Fairmount, Morton and Uphams Corner.
December 12, 1977	Introduction of a unique Chinese rapid transit map card designed to make it easier for Chinese-speaking residents.
January 16, 1978	Groundbreaking for the first phase of $500 million public transportation project in the Southwest Corridor. Start of construction of the South Cove Tunnel under the Massachusetts Turnpike.
January 23, 1978	Groundbreaking for MBTA Eliot Station (Harvard Square-Red Line) marking the official start of the federally-aided $300 million Red Line Extension from Harvard Square to Alewife Brook Parkway at the Cambridge-Arlington boundary.
January 18, 1980	(T) Commuter Rail orders 17 rebuilt locomotives at a cost of $6.4 million in its Federally funded program to replace 118 commuter rail vehicles over the next two years.
February 6-7, 1978	Blizzard ties up Boston and its commuters.
April 10, 1978	For a period of 45 days the Budd Company's new SPV-2000 (Self-Propelled Vehicle) commuter railroad car will carry passengers on various rail commuter lines.
May 19, 1978	Ceremony marks the modernization of the Washington Station Concourse between the Orange and Red Lines as the first phase of a nearly $20 million transportation contribution toward the revitalization of the downtown Boston retail district.

Date	Item
June 27, 1978	MBTA agrees to purchase South Station from the Boston Redevelopment Authority for $4 million to be developed into a trade/transportation center.
July 17, 1978	Start of a standardized bus stop program at some 8,000 bus and trackless trolley stops to provide route information.
August 7, 1978	Commuter rail passengers to be riding aboard some of the 60 modern push-pull commuter rail coaches being leased from the Toronto Area Transit Operating Authority.
August 7, 1978	Symphony Station (Green Line) to get new modern kiosks.
September 6, 1978	The American Society of Civil Engineers today designated the MBTA's Tremont Street Subway a National Historic Civil Engineering Landmark.
November 9, 1978	MBTA installs bike racks at 12 stations.
November 21, 1978	Two of the MBTA's five new passenger locomotives, the first to come to Boston for commuter service since the mid-1950's will be named at a special ceremony. One named for Henry D. Hersey of Needham, widely known as "Mr. Commuter Rail", and the late James A. McGrath, popular conductor on the Framingham line for 25 years.
December 6, 1978	MBTA orders two additional rebuilt commuter locomotives.
December 6, 1978	Six shops open at the Washington Street Concourse.
December 10, 1978	A brief ceremony was held for public inspection of two new East Boston Tunnel Blue Line cars.
March 24, 1979	Federal, state and local officials joined MBTA officials for a brief ribbon ceremony marking the opening of the Red Line's new temporary Harvard/Brattle Station (formerly Eliot Station).
April 30, 1979	MBTA orders twenty vans and four buses to transport handicapped passengers.
May 22, 1979	The MBTA joined in a ribbon cutting ceremony marking the formal opening of the first of three open spaces in the Downtown Crossing area.
May 23, 1979	New satellite maintenance facility for LRV cars at the Lake Street terminal of the Commonwealth Avenue line opened.
June 19, 1979	New commuter rail equipment consisting of new locomotives and passenger coaches introduced on the Franklin Branch.
July 16, 1979	The first four brand new "Bluebelles" rapid transit cars put into service on the Blue Line, East Boston.

Date	Item
October 1, 1979	Papal visit attracts thousands to the Boston area. The MBTA gears up to handle the crowds.
October 25, 1979	To encourage commuters to leave their cars at home and travel to Boston by train, the MBTA adds more equipment on its Eastern Line/Gloucester Branch.
October 29, 1979	Dedication of the new MBTA Bus Maintenance Facility in Charlestown to the late David P. McSweeney.
November 3, 1979	Passenger trains, operated by both the MBTA and Amtrak began operations on the rehabilitated Dorchester (Midland) Branch Railroad.
November 19, 1979	MBTA introduced new RR coaches on its Stoughton Branch.
December 17, 1979	Commuter Rail service to the Merrimack Valley (Haverhill, MA)
January 7, 1980	MBTA announced plans for a $3.5 million rehabilitation of the former Boston & Albany Railroad between Boston and Framingham to allow running of freight and passenger trains.
January 13, 1980	MBTA commuter rail service restored to Fitchburg and Gardner, MA.
January 28, 1980	Restoration of train service between Boston and Concord, NH.
February 8, 1980	Joan Mondale, wife of the Vice President, opens the exhibit of ARTS ON THE LINE: ART FOR PUBLIC TRANSIT at MIT.
March 17 1980	Three Canadian Light Rail Vehicles being a 90-day experiment operation on various Green Line routes.
March 22, 1980	MBTA begins Red Line service to Braintree.
May 1, 1980	A 25-cent fare increase on the three rapid transit lines, a 5-cent increase on a combined trip on the subway and the Arborway, Commonwealth Avenue or Beacon Street Lines, and an average 19% increase on the railroad lines were voted today by the MBTA Board of Directors. The rapid transit fares were last raised in 1968 and railroad fares in 1975. These became official on June 27, 1980.
May 10, 1980	MBTA starts OPERATION RAINBOW - a new anti-crime effort.
May 30, 1980-- June 4, 1980	MBTA gears up to provide extra service for OP SAIL '80 -- the TALL SHIPS event.
June 14, 1980	The MBTA's Somerville Garage closes after 48 years of service. All inspection and repair of buses transferred over to the McSweeney Garage.
November 7, 1980	Dedication of the Braintree Station (Red Line) and the Raymond Caddigan Yard.

Date	Item
January 31, 1981	Commonwealth Avenue branch of Green Line re-opened. Harvard Square subway kiosk closed; new Harvard-Holyoke Station opened.
February 1, 1981	Sunday service curtailed on Blue and Orange Lines.
February 6, 1981	Inaugural revenue trip made by new Orange Line cars.
March 31, 1981	Transportation Undersecretary and General Counsel James F. O'Leary appointed General Manager by Board of Directors.
April 5, 1981	Sunday rapid transit and streetcar service hours changed to 6 a.m.-10:48 p.m. and bus service hours, 7 a.m.-7 p.m.
April 16, 1981	MBTA Advisory Board approves James F. O'Leary as General Manager.

April 16, 1981



A CHRONICLE OF THE BOSTON TRANSIT SYSTEM